

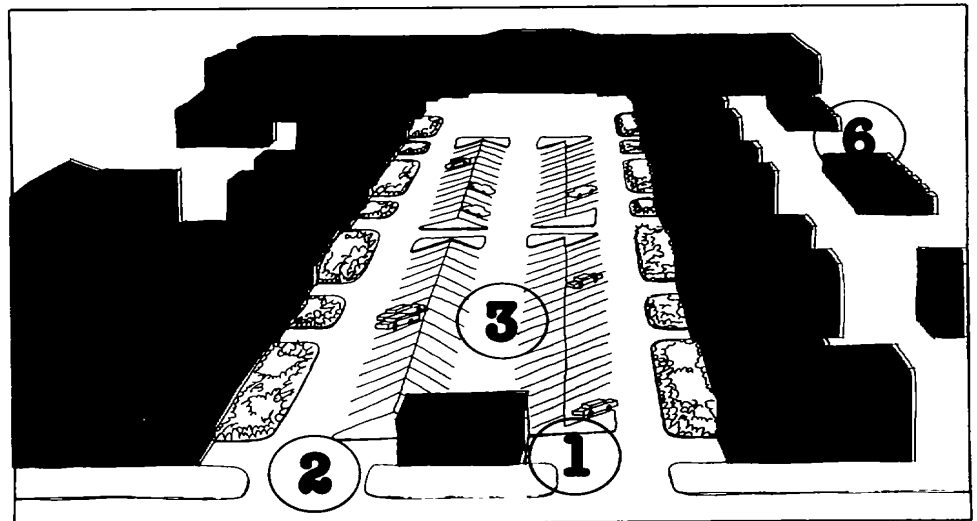
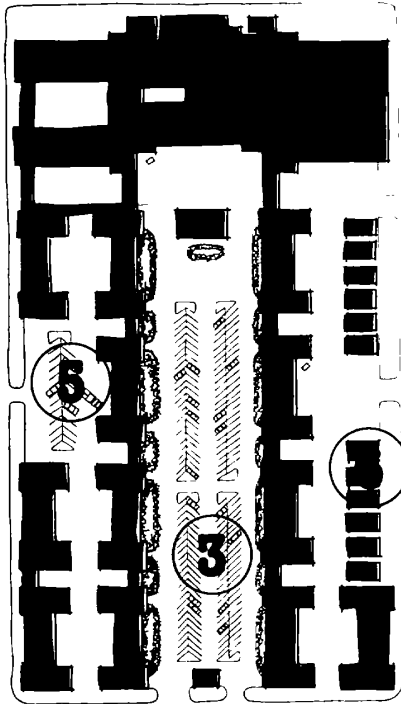
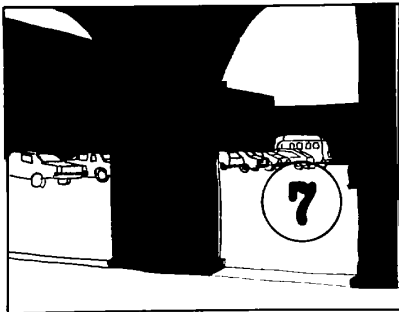
## Chapter 15.

### Administrative Headquarters.

**Figure 15-1**  
**Administrative Headquarters Problem.**

Administrative Headquarters areas serve as the primary decision-making center of the installation and should provide an attractive working environment for military personnel and visitors. Typically, these facilities are centrally-located buildings of substantial architectural character whose setting has been modified to accommodate increased demands for automobile parking.

The Administrative Headquarters illustrated here contains a number of typical problems associated with the visual quality of these facilities at many installations. The example consists of a series of two- to three-story buildings connected by a covered pedestrian arcade and clustered around a central open space, originally designed as a landscaped courtyard but later converted into a parking lot to serve the complex. Specific problems include:



1. The main entrance into the facility is poorly defined.
2. Parking is not screened from main roads.
3. An inefficient central parking layout with expansive paving devoid of planting that creates an unattractive and uninviting setting for the architecturally noteworthy building complex.

4. No provisions for handicapped parking and access.
5. Inefficient and chaotic parking areas around the facility.
6. Unattractive and functionally obsolete temporary buildings that detract from the overall appearance of the facility.
7. Unnecessary parking located within a small courtyard originally intended for pedestrian use.
8. Lack of outdoor pedestrian amenities such as lunchtime seating areas, bus shelters, etc.
9. No provisions for bicycle parking.
10. Poorly defined building entrances which have identificational signing of inconsistent design.
11. Unscreened service yard/dumpster areas.

**Fig. 15-2:**

**Administrative Headquarters Solution.**

The primary design objective here is to enhance the character, functioning and appearance of the building setting by minimizing the visual impact of parking and providing a pleasant planting design. Specific improvements illustrated here include:

1. An entry feature with flagpoles to highlight entrance, coordinated signing system to direct visitors and a planted earth berm to screen parking.

2. Redesigned central parking area to provide the proper number of spaces, a clear and convenient circulation pattern and planted islands with large deciduous trees for scale, shade and visual relief.

6. Provision for an attractively planted, drop-off/turnaround area with bus shelter at the main

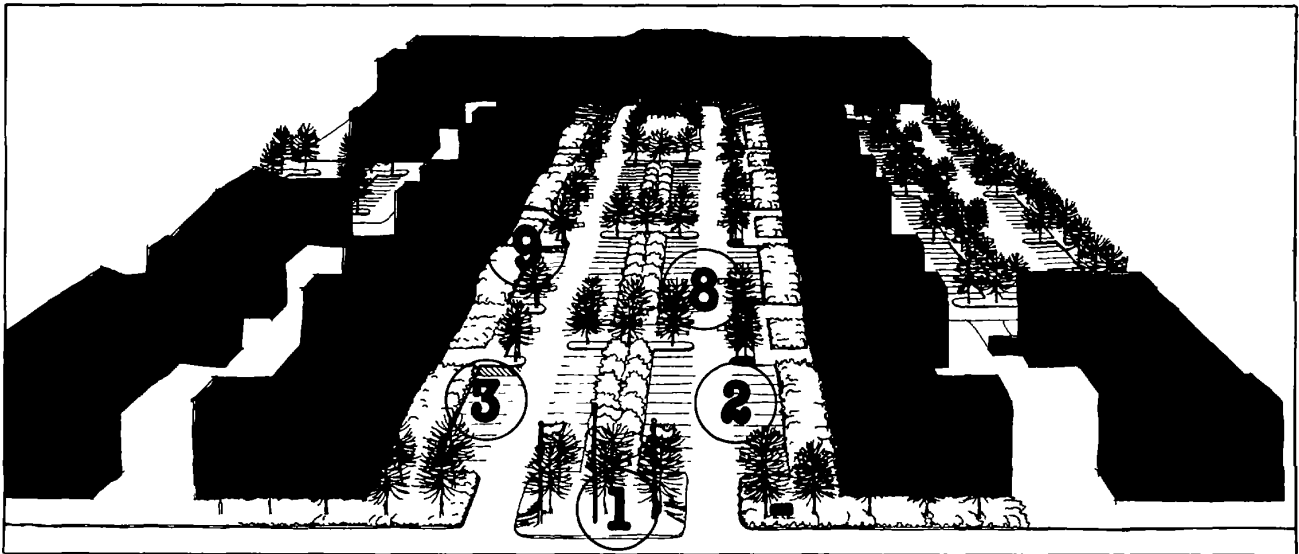
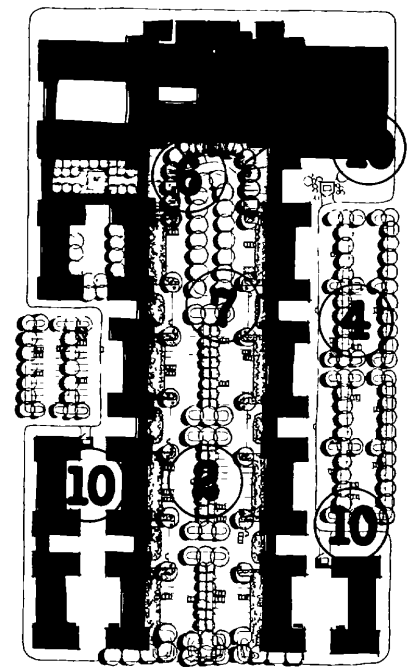
building entrance.

7. Bicycle parking areas convenient to building entrances but not conflicting with pedestrian and vehicular circulation.

8. Drop-off areas and coordinated identificational signing at building entrances.

9. Existing low planting retained and enhanced to provide an attractive transition between ground plane and building masses and to articulate building entrances.

10. Service yard/dumpster areas screened from view of main building entrances and roads.



3. Provision for handicapped parking and curb ramps convenient to main building entrances.

4. Removal of obsolete temporary structures to create convenient peripheral parking lots.

5. Reconversion of the small courtyard into a pedestrian amenity for use and enjoyment by facility personnel.

